

THE WATCH FOR ALIENS AT OUR NORTHERN GATES



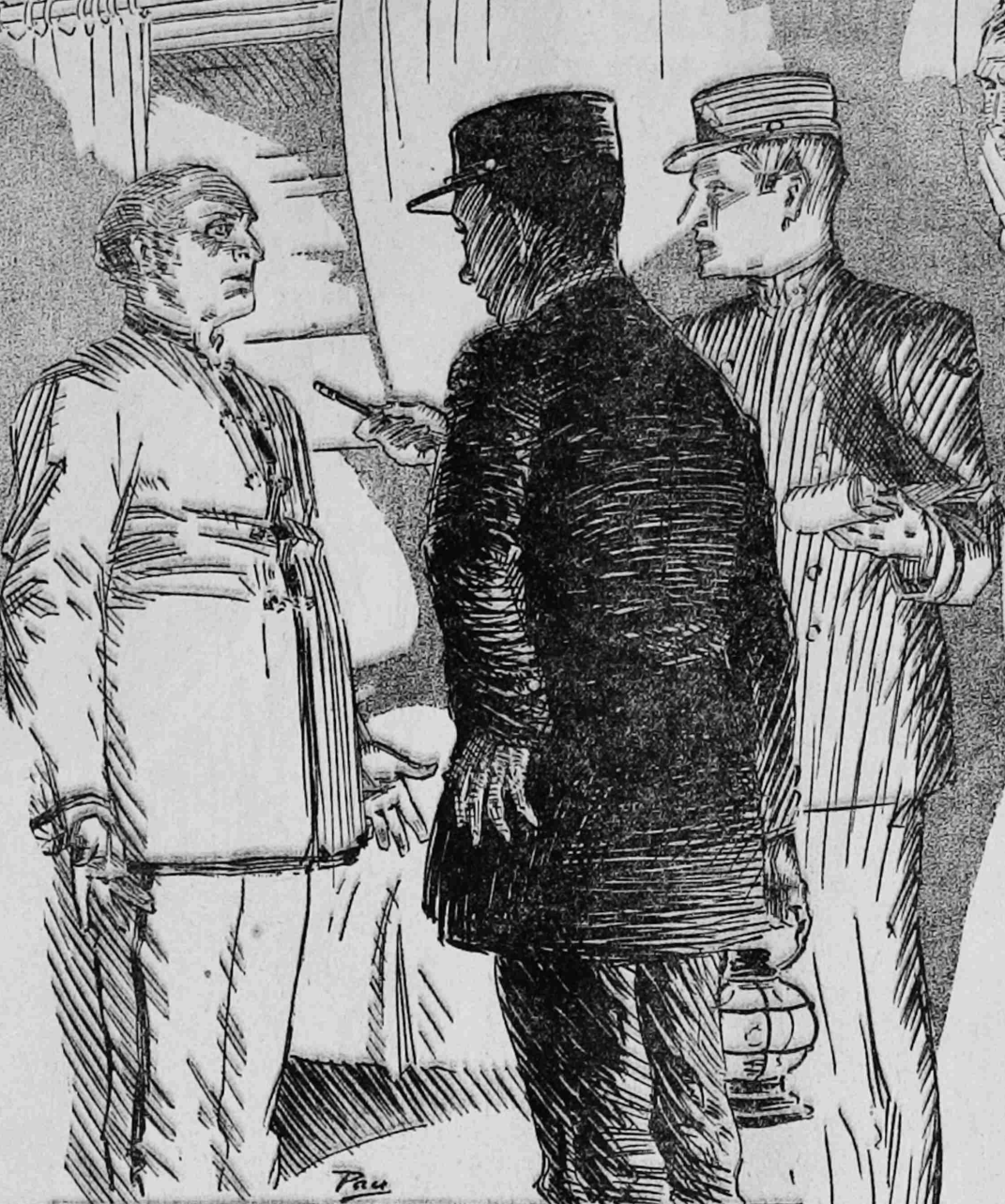
John H. Clark,
U.S. Commissioner
of Immigration for Canada.

Immigration Service Vigil Along the Canada Border

THE spectacle of a powerful, dignified government establishing in a neighboring country a plant of modern official machinery for the conduct of its own private affairs, which, ordinarily, one would expect to be attended to at home, may at first sight appear a little incongruous. It seems like cooking your holiday turkey in your neighbor's oven or borrowing the woodshed next door in which to punish an unruly small boy.

That is what Uncle Sam has done, however, in setting up and maintaining along the borders of Canada a series of immigration offices that stretch from one edge of the country to the other.

Purpose of the plan is to save trouble for



Japanese Laborers Arriving at Vancouver, Aiming to Enter the United States

was accompanied by a woman of perhaps half his own age. As they passed the door the inspector addressed the man and asked him, after learning his destination, if he were an American citizen.

"No," replied the man, "I am a British subject."

"How long," pursued the inspector, "have you resided in Canada?"

"None of your business," was the pointed, but rather unexpected, reply. "I am a British subject, and that's all you need to know."

"Pardon me," persisted the other, "but I must differ with you. I am a United States immigrant inspector, and it is necessary for me to question you before you enter the country."

"Well, I am a British subject, on British territory," blustered the man, "and I defy you or any one else to put me off of this train!"

BETWEEN TWO FIRES

"Right you are," acquiesced the inspector, "but only in part. I have no right to insist on questioning you here, if you persist in refusing to answer, but you must also remember that you are about to attempt to enter United States territory and that the immigration laws of that country require that every such applicant be examined as to his right to pass freely, even including United States citizens, in so far as is necessary to determine that they are such citizens."

"Our men are kept here to save you the annoyance of being awakened during your journey. If you do not care to avail yourself of the privilege, I must warn you that you will have to submit to an examination before you cross the line."

The inspector from Blaine, on his arrival, was promptly apprised of the situation, and as soon as the train had rolled out from under the sheds he began an investigation on his own account.

Desiring, if possible, to avoid detaining the couple at the line, he vainly endeavored to gain some information on which he would be justified in basing a decision as to whether the pair were admissible, but finally retired in despair, and hunting up the conductor, informed him that the train could not enter the United States carrying the couple in question unless they consented to a further examination.

The conductor proceeded again to interview the travelers, serving them with an ultimatum to the effect that he would be compelled to forego their further company on taking the train into the United States unless they receded from their position.

Convinced, then, apparently, that further resistance was useless, the pair agreed, and followed the conductor into the presence of the inspector, who, after an examination that was made all the more searching because of the suspicions naturally aroused by their previous attitude and their evident desire to conceal their identities, the two were finally permitted to continue their journey.

Such an incident, however, is exceedingly rare, the only one on record at all similar being that of a Washington man, who, after a residence of nearly twenty years in America, without having made any effort to become a United States citizen, left his home and remained sufficiently long in Canada to render him liable to United States taxation on returning.

He admitted to a Vancouver inspector that he was neither a citizen of the United States nor of Canada, saying he preferred to remain loyal to his mother country, but refusing to pay \$4 for that privilege. He was told to repair to the United States immigration office for further examination, but instead of doing so hastened to one of the railway depots and told the inspector to

the train there that he was an American citizen, thus being allowed to pass.

When that inspector discovered, however, from the description immediately issued, that the man had gained entrance through a misleading statement, the office at Seattle was notified and the evader of the law met at the end of his journey, the result being that he was promptly sent back by a returning boat to Vancouver, where he paid his head tax, submitted to the usual examination and returned to his home by the next train.

The first aim of the inspector along the Canadian border is to learn whether the United States-bound passenger is a permanent resident of Canada, and therefore exempt from the payment of the head tax, and then to discover whether he is going to remain or not.

If he is intending to take up his permanent abode in the United States, although he may be otherwise unquestionably admissible, certain data concerning him must be secured; that is, he must be "manifested," in which case, also in the case of those subject to head tax, he is requested to appear at the United States immigration office in that particular city for further examination, the main stream of traffic being thus permitted to flow unchecked.

Both the United States and Canada have arrangements with Japan respecting the restriction of immigration from the Mikado's realm. In Canada, it means, amounts practically to that Japan promises to limit the emigration of laborers to one per month from each prefecture. Since there are forty prefectures, this would mean only 400 laborers for Canada to absorb yearly, instead of being forced to greet 500 and more per boatload, as has been the case in the past.

With the United States Japan covenants to issue passports without which immigrants from that country are denied admission, according to an order of the President—only to such laborers as previously have resided in this country or who are parents, wives or children of residents, or who have money invested in agricultural enterprises in the United States. Of course, laborers possessing passports to the United States are carefully examined to ascertain whether or not Japan is living up to her agreement in the matter.

HINDOOS FLOCK TO CANADA

In the case of the Hindoos, as they are called—more properly speaking, East Indians, for by no means all of the natives of East India, where several hundred tongues and dialects are to be heard, are Hindoos—the position of the United States and Canada is slightly different, though the popular sentiment of each country is decidedly opposed to the coming of these people.

To the United States these foreigners are nothing more nor less than that. To Canada, however, by virtue of the British rule in India, they are, in a sense, fellow-citizens, and their treatment by the Dominion presents difficulties that do not obtain in the United States. Thousands of the sun-browned, turbaned laborers of the Indian Empire flocked to Canada's shores during the last year or two, as many as 90 having arrived on one boat, and many of them have sought and obtained admission to the United States.

The Canadian border service of the United States immigration bureau came into being only five or six years ago. It was primarily the result of the discovery that scores of foreigners, barred from entering the United States at one of her seaports, were using Canada



Immigrants from the East Indies, Almost Stranded at Vancouver

the traveler by telling him before he folds up his tent, gathers together his belongings and sets his face toward the domain of the big republic on the south whether he is wanted there or not, instead of making him wait until he arrives to find out, and then perhaps to retrace his steps to his original abiding place.

And instead of appearing ridiculous or unwieldy in operation, or proving a generator of friction, the idea has been demonstrated to be immensely successful from the start.

LATE one rainy night a few months ago the Great Northern "owl" train stood, as usual, under the depot sheds at Vancouver, B. C., waiting the signal to pull out on its run to Seattle. Passengers who boarded the sleeper were met at the door by a young man wearing the uniform of a United States immigration inspector, who questioned them briefly, made a note in a sleeping-car diagram he held in his hand and passed them on to the porter.

It is the custom, in providing for the inspection of this particular train, to detail an inspector to remain in the sleeping car from the time the train is made up until it departs, in order that passengers may retire, after being passed by this examining officer, without fear of further disturbance; the sole purpose, of course, being to accommodate the travelers to that extent.

Another inspector from Blaine, the border station at

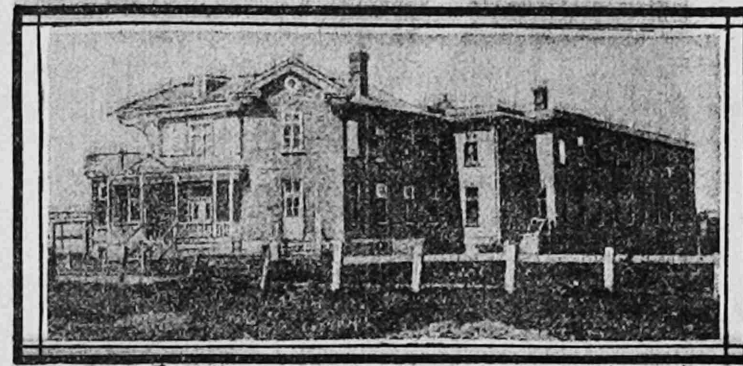
the Washington state line, arrives at Vancouver about an hour before the "owl" leaves, inspecting the passengers in the other coaches and accompanying the train back to the line to look after any "strays" that may swing on in between. The Vancouver inspector marks an "O. K." in the diagram after the berths whose occupants have been found to be entitled to enter the United States without hindrance, that the Blaine official may know which ones need no attention from him.

On this particular occasion there appeared at the sleeping-car door, shortly before leaving time, a thin, hawk-faced man of about 50 years, with shifty eyes, locks that possessed only a few stray dark streaks to protest against the encroachments of time, and a manner that would have set well upon an iron mastiff placed to guard the front lawn of an uptown residence. He

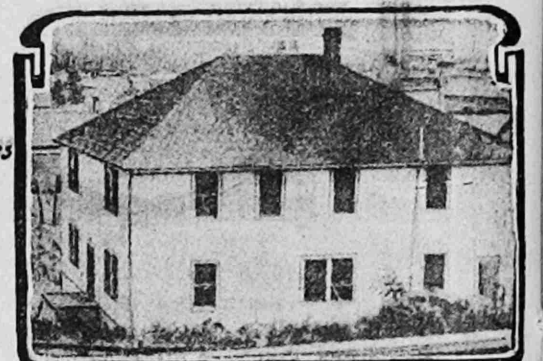
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Detention Building at Quebec, Used Jointly by the United States and Canada



U.S. Immigration Station at Sumas, on the Canadian Border

as a means of evading the law. After being deported to their native lands these undesirable would re-embark for a Canadian port—Canada was more anxious for settlers than the United States then, and her laws were not as strict as ours—and upon landing would cross the border into the United States, their real objective point.

At first the United States merely stationed inspectors at the Canadian seaports to examine passengers giving their destination as this country. But this did not reach those who declared it their intention to settle in Canada and then almost immediately crossed the boundary line into American territory. An efficient border service, with stations all along the boundary line, was therefore established and the loopholes thus closed up.

That the plan has worked admirably is so thoroughly established that the government is even now considering the inauguration of a similar scheme in Mexico. Its success is also evidenced by the significant fact that the more than 8,000,000 passengers going from Canada to the United States last year were examined without a single serious complaint being registered with the department.

Commissioner Clark, who is at the head of the Canadian border service, with offices at Montreal, is recognized as one of the most able and conscientious officers serving the government. At Vancouver, practically the western gateway for orientals, Dr. P. L. Prentiss is in charge. Besides Vancouver, Sumas, Wash., a boundary line station, and Victoria, B. C., are under his jurisdiction. His subordinate force comprises a dozen or so of men who for general intelligence and ability are said to rank well with any similar body in the country.

During the late financial "unpleasantness" work was scarce in Vancouver, as it was everywhere, and through of unemployed men sought to obtain entrance to the United States in search of labor. It became necessary, of course, for the inspectors to exercise even more than usual diligence to see that those unable to care for themselves, as well as other undesirable, were not admitted, and, of course, many touching scenes resulted from this vigilance.

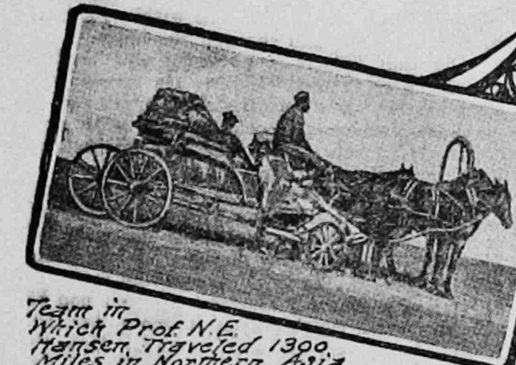
Mathematical Sharp Problem

THE Mathematical Sharp having drifted in, they propounded to him, one after another, cases problems of all sorts, which he solved with neatness and dispatch, until, reflecting that he was giving an exhibition, without compensation, he rebelled. But he did it characteristically. The Mathematical Sharp took a turn at this himself. "The Mathematical Sharp remarked, 'I'll give you to settle in a moment a number of three figures which, if you were all added together, would amount to 11. Get that? All right. Now, here's a hint for you: The figures in the sum total are exactly double the figure in the hundreds. Maybe it is too hard still. This really ought to bring the answer right away. If you were to add 29 to the number, the result would be precisely the same figures in it, but the original order of the figures would be reversed. Now you can go ahead and work it out; but until some of you give me the original number, I'm here to talk auto, because I've got a new one.'

As it happened, they talked auto the rest of the evening. But it was an easy problem to solve.

Answer to problem of the Mother's Estate: The total value was \$1500.

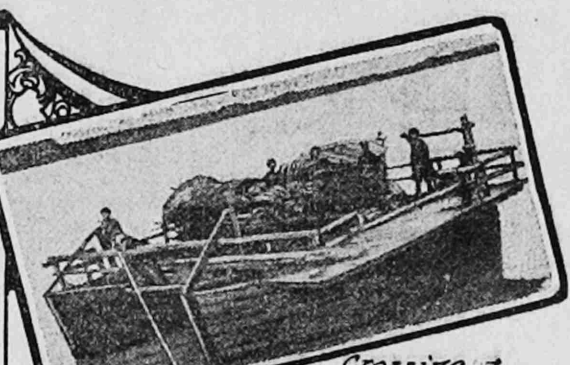
SEARCHING THE WORLD FOR NEW FARM CROPS



Team in which Prof. N.E. Hansen traveled 1300 miles in Northern Asia



An Alfalfa Market in Siberia



Crossing a Siberian River

ONE of the most industrious pursuits of Uncle Sam, and one which seems to promise most in the way of profitable returns for money expended, is his world-wide search for new crops that may be grown with advantage on American farms.

With a fine-tooth comb, as it were, the paternal old gentleman has been scraping the agricultural districts of the world of late in search of agricultural gold mines for his own people. Only recently Professor N. E. Hansen, agricultural explorer and horticulturist, returned from an eight months' trip through Russia, Siberia, central Asia, Turkistan and northern Africa in quest of new varieties of alfalfa and clover.

He came back with more than 300 lots of seeds and plants to be used by the Department of Agriculture in experimental work. Searching other countries for other agricultural and horticultural possibilities have been Frank N. Meyer, Dr. Albert Mann and other experts.

PROFESSOR HANSEN, as has been stated, paid special attention to the collection of new clover and alfalfa varieties. He desired particularly to find varieties that would flourish in the northern part of the United States.

His travels in Siberia were full of adventure and not a little hardship. He and the men of his party traveled by almost every method except that of the modern sleeping car, steamboat or automobile; they

slept on the ground at times, lived with the Mongolian peasants, did farm work—all the time searching for the alfalfa that flourishes best in that northern climate. Cholera and other dangerous diseases were risked by the explorers. They crossed rivers in queer, old-time ferriesboats and journeyed in any conveyance they could command.

At one time, when Professor Hansen found he was too late to collect the desired quantity of certain seeds in the usual way, he bought a big pile of alfalfa, hired Chinese laborers and set them at work sorting out the blades of grass and securing the seeds he wished.

On previous trips he had found alfalfa and clover varieties which had proven their ability to thrive in the sections of the Northwest which it was desired to benefit.

Among them was a Siberian alfalfa believed to be the hardest of such plants and capable of enduring the severest cold. He has now found two more varieties which flourish in a section of Siberia where even the mercury freezes at times.

In the latest report of Secretary Wilson, of the Department of Agriculture, it was stated that during

the past year more than 2000 carefully selected, newly introduced plants had been brought into this country. They were placed in the hands of private experimenters, official plant breeders and officials attached to state and other experimental stations.

Mr. Meyer spent three years in China and Siberia in the search for new crops, paying especial attention to the Chinese methods of growing crops under dryland conditions.

He found, the report states, "extensive orchards of what is known as the Chinese date, a drought-resistant fruit tree of which the Chinese have developed hundreds of varieties, and of which the dried fruits form a most palatable and valuable fruit product with which this country is entirely unfamiliar. He secured numerous varieties of the date, among which was a seedless sort which is being propagated for distribution in the Southwest."

New seedless persimmons have been introduced in a number of varieties. In one of them the fruit has reached a diameter of four inches. A large collection of wild and cultivated peas was secured, as well as many varieties of wild walnuts and chestnuts.

Another effort of Mr. Meyer was in securing material for the propagation of the famous Felching

peach, some specimens of which have been found that weighed over a pound.

He has found new apricots and wild apples which are expected to do well in the Mississippi valley, where growers are developing hardy specimens of these plants.

Uncle Sam has engaged an expert in Japan to secure and forward varieties of the bamboo, which, it is thought, will flourish in this country. Experiments with the bamboo will be made in the Southwest, where, it is believed, the climate is favorable to the growth of this valuable plant.

Dr. Mann, who has been working in Sweden, Denmark, Germany, Austria and England, has been studying the most important grain crops of those countries, barleys are considered by experts inferior to the best European-grown barleys.

In pursuing this work, "our experts," states the report, "have discovered a new and probably profitable use for the common reed which grows so abundantly along the waterways of the United States."

In Sweden, Denmark and Germany these reeds are used in the place of lath, and the loom manufacturers of New England have been encouraged to work out a feasible machine for the weaving of these laths.

They have been so successful that several of the best builders in the country pronounce the product of great promise as a substitute for the ordinary lath. There are thousands of acres of what are now considered practically waste land that might be devoted to the production of reeds suitable for the manufacture of lath matting."